Streets and Bridges

STREETS AND BRIDGES

Potomac Yard Road/Bridge Improvements	Monroe Avenue Bridge/Route 1
Bridge Repairs and Maintenance	City-wide
King and Beauregard	Intersection of King and Beauregard Streets
King Street Metro Station Area	King Street at Diagonal Road
Mill Road Realignment	Mill Road
Sidewalk, Curb and Gutter Program	City-wide
Street and Pedestrian Improvements	City-wide
Undergrounding of Utilities/Street Lighting	City-wide

POTOMAC YARD ROAD AND BRIDGE IMPROVEMENTS

Subtasks	Priority	Estimated Useful Life of Improvement	Project Manager
Potomac Yard Road Improvements	Essential	Permanent	T&ES

Project Summary: This project provides for improved automobile access, vehicle and pedestrian safety, and tasks to enhance the visual character of the Potomac Yard area, consistent with the Alternative Concept Plan conditions approved by City Council on January 25, 2003 when City Council approved the development plan for Potomac Yard.

Project Description: On January 25, 2003, City Council approved the Alternative Concept Plan for the Potomac Yard Development which provides for the straightening of the Monroe Avenue bridge, the construction of the new Potomac Yard "spine" road and the realignment of the Monroe Avenue access to Route 1 and Potomac Yard.

When City Council approved the development plan for Potomac Yard, as part of the deliberations, Council expressed its support for a traffic improvement plan that would entail straightening the bridge. Subsequently, the developer has submitted detailed construction plans and cost estimates for alternate plans to connect the new "spine road" (Potomac Avenue) with Route 1. In February 2005, the City and the new owners of Potomac Yard, Pulte/Centex executed a Memorandum of Understanding (MOU), which changed the administrative and financial responsibility for constructing the new Monroe Avenue Bridge. As part of the MOU, Pulte/Centex will proceed to build the infrastructure for Potomac Yard prior to receiving approval by the City of the details in each Landbay. Advancing the infrastructure also means that Pulte/Centex will pay for the construction of the Monroe Avenue Bridge, thereby saving the City about $15 million in State Urban Funds.

$372,000 in prior year unallocated monies remain to help fund design and some of the construction oversight for this project.

Change In Project From Prior Fiscal Years:

- Funding has been revised to reflect that the developer will be paying for the construction of the Monroe Avenue Bridge. Therefore, the $42.6 million over four years previously budgeted for this project, as well as the $42.2 million in VDOT monies has been eliminated from this CIP.

POTOMAC YARD ROAD AND BRIDGE IMPROVEMENTS

TASK TITLE	UNALLOCATED PRIOR-FY	FY 2007 CURRENT	FY 2008 FY + 1	FY 2009 FY + 2	FY 2010 FY + 3	FY 2011 FY + 4	FY 2012 FY + 5	TOTAL
ROADWAY IMPROVEMENTS	372,000	0	0	0	0	0	0	372,000
LESS REVENUES	0	0	0	0	0	0	0	0
NET CITY SHARE	372,000	0	0	0	0	0	0	372,000

BRIDGE REPAIRS AND MAINTENANCE

Subtasks	Priority	Estimated Useful Life of Improvement	Project Manager
Bridge Repairs	Essential	15 years	T&ES
Wilkes Street Ramp/Tunnel	Essential	50 years	T&ES
Duke Street Fly-over	Very Desirable	25 years	T&ES

Project Summary: This project provides funding for the maintenance, repair, painting of steel structures, joint sealing, bearing repairs and rehabilitation of bridge decks and structures.

Bridge Repairs: The City conducts a federally mandated bridge inspection program for in-service bridges and designates safety ratings to the bridges inspected. All bridges in the City are inspected at a minimum of every two years and the results are reported to the State. Industry standards indicate that bridges need to be repainted every 10 to 15 years, while bridge deck reconstruction and rehabilitation may be required every 20 to 25 years. The average age of the City's 28 bridges is 35 years. Signs of deck spalling and cracking are appearing on some bridges, exposing the reinforcing steel. Corrective measures are being taken to forestall the loss of structural integrity before significant deterioration occurs. Bearing repairs, joint sealing, structural and deck rehabilitation work on Telegraph Road bridges over the CSX Railroad and Duke Street, Seminary Road upper deck and Duke Street over Holmes Run are a top priority. Annual funding, in the amount of $250,000 has been extended to FY 2012.

Wilkes Street Ramp/Tunnel: Wilkes Street Tunnel is a historic landmark that was originally built to accommodate a steam driven rail line serving the industrial waterfront. This tunnel currently functions as pedestrian and bicycle access between South Royal Street and South Union Street. The tunnel also provides direct residential access to Windmill Hill Park, the waterfront and the Mount Vernon Trail along South Union Street. The two abutting rubble retaining walls, which support the open cut ramp on the western tunnel approach, are rapidly deteriorating as a result of approximately 10 years of vegetative root intrusion. This unchecked condition can lead to hidden structural damage and instability. The structural integrity of the rubble retaining walls could not be reliably determined without a structural analysis. In addition, the brick arch inside of the tunnel has lost mortar in various places which is an indication that maintenance and pointing is required to prevent more serious structural deficiencies. In FY 2004 a structural analysis was completed of the bridge. The analysis found that the tunnel is not capable of supporting 36 ton vehicles as required by federal design guidelines. The City has posted signs restricting travel on Wilkes Street to vehicles weighing no more that 12 tons, including the re-routing of DASH buses in the area. Other safety related deficiencies were also identified in the study. Several remedial alternatives for the tunnel are being evaluated as they may impact the historic character and significance of the tunnel. $770,322 in prior year unallocated monies remains to address these repairs. It is contemplated that the repairs to the tunnel will commence in Fall 2006 and are scheduled to be completed in Summer 2007.

BRIDGE REPAIRS AND MAINTENANCE

Pedestrian Access on Duke Street Fly-Over to Cameron Street: The Duke Street fly-over serves as a pedestrian and bicycle connection between the residences in Cameron Station and the Beatley Library and the dog park, both located on the north side of Duke Street. The pedestrian facilities and access ramps on this bridge are inadequate to serve the increased pedestrian usage and consequently the existing bridge and access ramps will be modified to provide more adequate pedestrian access. $100,000 was allocated in FY 2005 for design, which is scheduled to be completed in Winter 2005, with construction to begin in Spring 2006. A total of $300,000 in prior year unallocated monies remain budgeted to reflect the Congestion Mitigation Air Quality (CMAQ) Federal Grants funds expected to be received for this project ($320,000).

Change In Project From Prior Fiscal Years:

- Annual funding for bridge painting and repair in the amount of $250,000 per year has been extended to FY 2012.

TASK TITLE	UNALLOCATED PRIOR-FY	FY 2007 CURRENT	FY 2008 FY + 1	FY 2009 FY + 2	FY 2010 FY + 3	FY 2011 FY + 4	FY 2012 FY + 5	TOTAL
BRIDGE PAINTING/ REPAIR	725,000	250,000	250,000	250,000	250,000	250,000	250,000	2,225,000
WILKES ST RAMP/TUNNEL	770,322	0	0	0	0	0	0	770,322
DUKE ST FLY OVER	300,000	0	0	0	0	0	0	300,000
TOTAL PROJECT	1,795,322	250,000	250,000	250,000	250,000	250,000	250,000	3,295,322
LESS REVENUES	320,000	0	0	0	0	0	0	320,000
NET CITY SHARE	1,475,322	250,000	250,000	250,000	250,000	250,000	250,000	2,975,322

KING AND BEAUREGARD INTERSECTION IMPROVEMENTS

Subtasks	Priority	Estimated Useful Life of Improvement	Project Manager
Traffic Flow Improvements	Essential	50 years	T&ES

Project Summary: This project provides for traffic flow improvements at King Street and Beauregard Street.

Project Description: Regional growth and development of the King Street corridor, particularly in Fairfax County, has resulted in increased traffic congestion at the intersection of King and Beauregard Streets. The State conducted a comprehensive transportation study of the Beauregard Street Corridor from Little River Turnpike (Fairfax County) to Arlington Mill Road (Arlington County). The findings and recommendations of the study were presented by the Virginia Department of Transportation (VDOT) staff to the City's Beauregard Street Corridor Task Force in November 1995. The Task Force, made up of representatives of Alexandria, Fairfax County, and Arlington County reviewed the findings and reached consensus that a six-lane, grade-separated alternative for the intersection should be the selected design option.

In June 1997 (based on concerns expressed by Fairlington residents and the Arlington County Board), the Commonwealth Transportation Board directed the VDOT staff to postpone the detailed design of the project until an updated traffic analysis was conducted to verify the need for the selected alternative. VDOT engaged the consulting firm of Michael Baker and Associates in December 1998 to perform this traffic analysis update. In 1999, VDOT put this project on hold at the request of the City until discussions among VDOT, Arlington County, and the City could occur. The City and Arlington County staff have met with VDOT to examine at-grade potential solutions to the traffic problems associated with this intersection. VDOT commenced a study to examine redesign alternatives for this intersection during fall/winter 2000-2001. VDOT submitted preliminary concept information to the City.

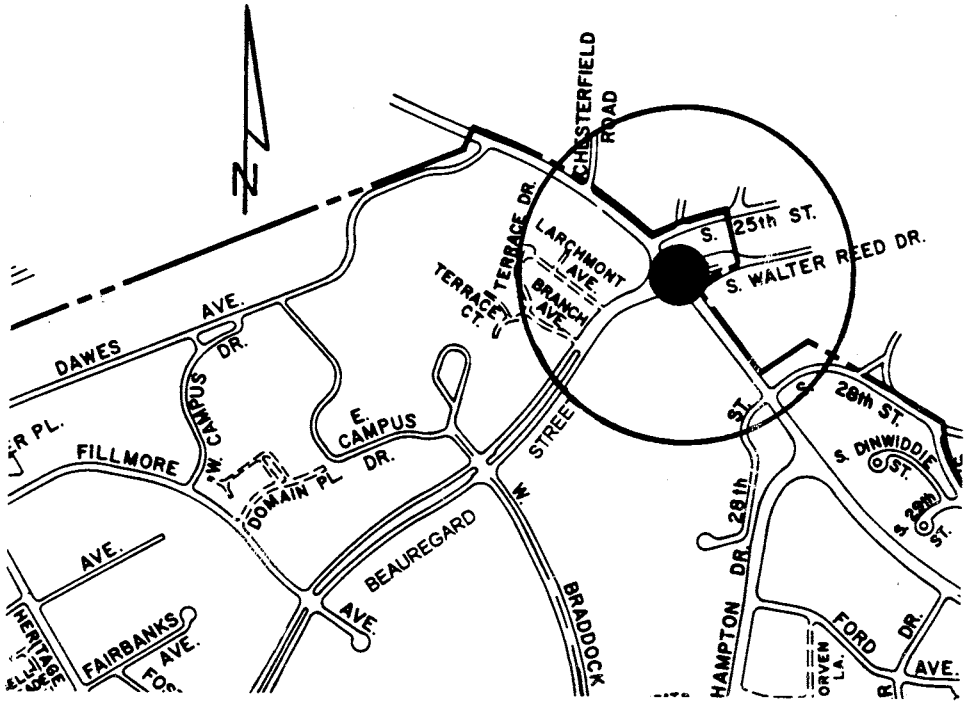
The City is now managing this project and is retaining a consultant to move forward. $2.0 million was allocated in June 2005 for the design of this project. $4.6 million remains unallocated in the prior year for construction with $4.3 million of that total funded in the VDOT Six-Year Plan and $0.3 million funded by the City as the local match. The design phase is expected to continue into FY 2007, with construction to begin in Spring 2007.

Change In Project From Prior Fiscal Years:

- There has been no change in funding for the capital project.

KING AND BEAUREGARD INTERSECTION IMPROVEMENTS

TASK TITLE	UNALLOCATED PRIOR-FY	FY 2007 CURRENT	FY 2008 FY + 1	FY 2009 FY + 2	FY 2010 FY + 3	FY 2011 FY + 4	FY 2012 FY + 5	TOTAL
CONSTRUCTION	4,589,240	0	0	0	0	0	0	4,589,240
TOTAL PROJECT	4,589,240	0	0	0	0	0	0	4,589,240
LESS REVENUE	4,253,000	0	0	0	0	0	0	4,253,000
NET CITY SHARE	336,240	0	0	0	0	0	0	336,240



KING STREET METRO STATION AREA

Subtasks	Priority	Estimated Useful Life of Improvement	Project Manager
Metro Station Area Improvements	Essential	50 years	T&ES
Commuter/ Pedestrian Connections	Essential	50 years	T&ES

Project Summary: The King Street Metro Station Area portion of the CIP consists of several projects intended to improve bus and pedestrian access to the Metrorail Station.

Pedestrian Access Study: The study, completed by the Washington Metropolitan Area Transit Authority (WMATA), recommended projects for improving King Street Metro Station area pedestrian access and safety. The recommendations were presented to City Council in June of 1999, and the following projects were selected for implementation:

King Street Metro Station North Entrance: This project, which has been completed, improves access to the King Street Metro Station by adding a new entrance to the existing platform. The new entrance is located at the north end of the station and opens on to the south side of King Street near the railroad underpass.

King Street Metro Station Platform Extension: This project will improve pedestrian access and safety through the construction of a second platform on the north side of King Street. The platform will be connected to the existing platform on the south side of King Street by a pedestrian overpass. The new platform, which will include fare card readers, stairs, an elevator, and an information kiosk, will improve pedestrian and vehicular safety by allowing pedestrians approaching the station from the north to enter without having to cross heavily trafficked King Street. WMATA will manage the construction. A contract was awarded in calendar year 2003. Project design has been completed and construction is currently underway. WMATA estimates the cost of this project to be approximately $13.4 million. State bonds in the amount of $9.0 million have been transferred to WMATA by the Northern Virginia Transportation Commission (NVTC) on the City's behalf to fund a portion of this project. The City has transferred an additional $3.0 million in State Urban Funds ($2,940,000 from the state matched by $60,000 from the City) for the project. The Urban Funds were originally programmed for the King Street Underpass project and then transferred upon its cancellation. The remaining funds were provided by a Federal Transportation Administration (FTA) earmark of $1,091,750 which required a City match of $272,938. This City match was transferred to WMATA in FY 2004. The groundbreaking for this project took place on September 26, 2004. The project was opened in December 2005.

King Street Metro Station Sidewalks: This project will improve pedestrian access and safety by widening the sidewalk along the west side of Diagonal Road from the station to Duke Street. The sidewalks, constructed by WMATA, connect the station with a pedestrian tunnel under Duke Street. This project was completed in July 2004.

The tunnel, constructed by a private developer, and the widened sidewalks link the station to the Carlyle development without pedestrians having to cross heavily trafficked Duke Street. This project was completed in August 2004.

$72,135 in unallocated prior year monies remain budgeted for other King Street Metro Station Area Improvements.

Union Station Pedestrian Improvements: This project has been completed and has improved pedestrian access and safety and the physical condition of Union Station through the installation of bus stops along King Street adjacent to the station, exterior painting, sidewalk improvements, and landscaping. The project was funded by Regional Surface Transportation Program (RSTP) funds in the amount of $310,000.

Other Area Improvements: A variety of other improvements, including direction finding signs, signal coordination, traffic safety devices, crosswalk and street striping, and street and sidewalk redesign have been completed or are underway using previously allocated funds.

$101,953 in unallocated prior year monies remain budgeted for other commuter pedestrian improvements in the King Street Metro Station area.

Change in Project from Prior Fiscal Years:

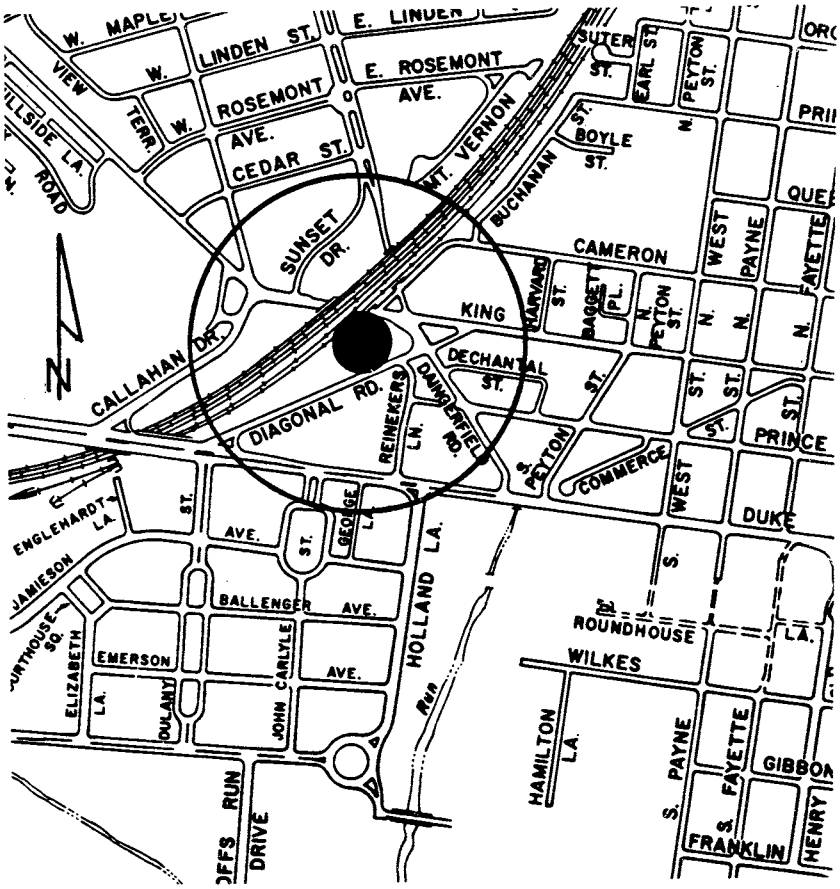
- There has been no change in the funding for this capital project.

KING STREET METRO STATION AREA

TASK TITLE	UNALLOCATED PRIOR -FY	FY2007 CURRENT	FY2008 FY+1	FY2009 FY+2	FY2010 FY+3	FY2011 FY+4	FY2012 FY+5	TOTAL
AREA IMPROVEMENTS	72,135	0	0	0	0	0	0	72,135
TOTAL PROJECT	72,135	0	0	0	0	0	0	72,135
LESS REVENUES	0	0	0	0	0	0	0	0
NET CITY SHARE	72,135	0	0	0	0	0	0	72,135

TASK TITLE	UNALLOCATED PRIOR -FY	FY2007 CURRENT	FY2008 FY+1	FY2009 FY+2	FY2010 FY+3	FY2011 FY+4	FY2012 FY+5	TOTAL
COMMUTER/ PEDESTRIAN CONNECTIONS	101,953	0	0	0	0	0	0	101,953
TOTAL PROJECT	101,953	0	0	0	0	0	0	101,953
LESS REVENUES	0	0	0	0	0	0	0	0
NET CITY SHARE	101,953	0	0	0	0	0	0	101,953

KING STREET METRO STATION AREA



MILL ROAD REALIGNMENT

Subtasks	Priority	Estimated Useful Life of Improvement	Project Manager
Phase I Realignment	Essential	25 years	T&ES
Phase II Extension	Essential	25 years	T&ES

Project Summary: The realignment of Mill Road (Phase I) was funded under the Virginia Department of Transportation (VDOT) Urban System Improvement Program and the City was responsible for two percent of the project cost for the road construction and 51 percent of all related utility undergrounding. In addition, the City received a developer contribution for 32 percent of the overall project costs. Phase I removed hazardous curves from a portion of the roadway and was completed in Winter 2003. Phase II of the project is to extend the roadway west from the Telegraph Road overpass to Eisenhower Avenue.

Phase I Realignment: The existing Mill Road, from approximately Roberts Lane on the east to the Telegraph Road overpass on the west, has been realigned to remove hazardous curves from the roadway. Construction began in June 2002 and was completed in Winter 2003.

Phase II Extension: Phase II, if constructed, will extend Mill Road west from the Telegraph Road overpass to Eisenhower Avenue, beyond the new Department of Motor Vehicles (DMV) center. The City is reevaluating the design feasibility of Phase II.

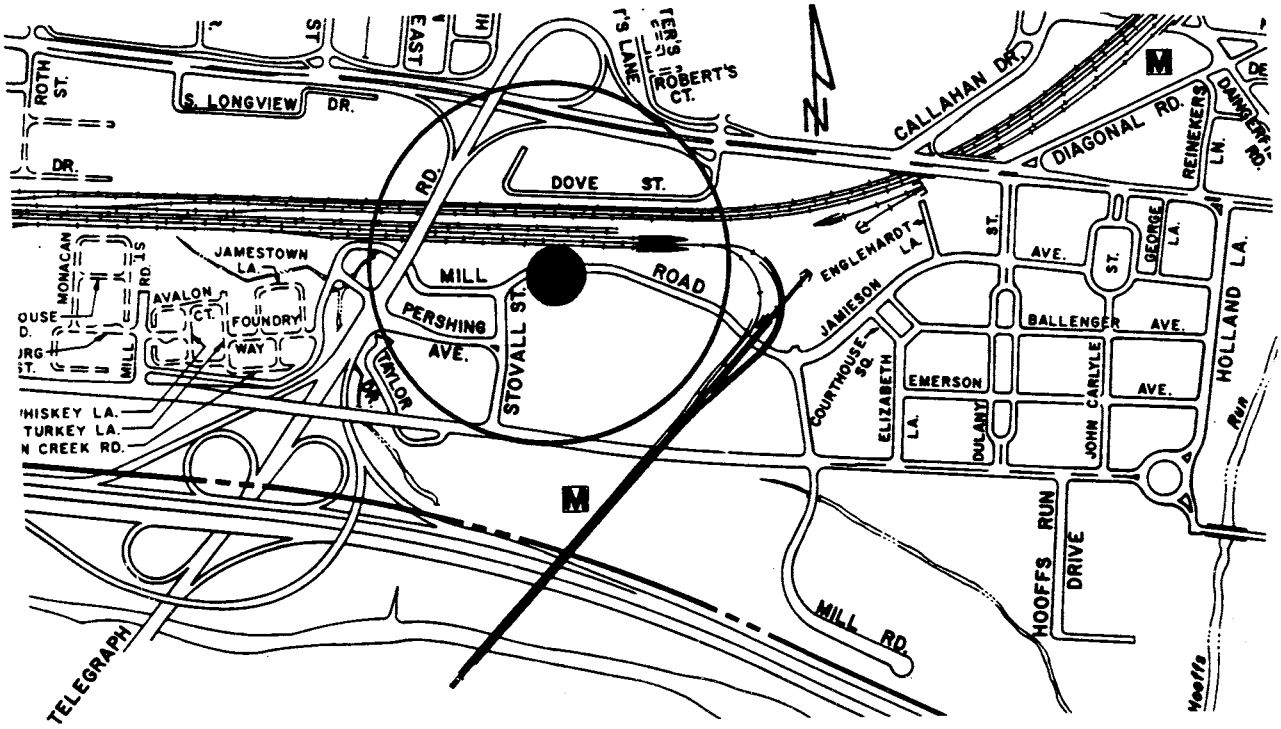
Change In Project From Prior Fiscal Years:

- There has been no change in the planned $4.3 million in State and $0.1 million in local match funding for this capital project.

MILL ROAD REALIGNMENT

TASK TITLE	UNALLOCATED PRIOR-FY	FY 2007 CURRENT	FY 2008 FY + 1	FY 2009 FY + 2	FY 2010 FY + 3	FY 2011 FY + 4	FY 2012 FY + 5	TOTAL
CONSTRUCTION	1,053,000	0	500,000	1,297,000	1,528,000	0	0	4,378,000
TOTAL PROJECT	1,053,000	0	500,000	1,297,000	1,528,000	0	0	4,378,000
LESS REVENUES	953,000	0	500,000	1,297,000	1,528,000	0	0	4,278,000
NET CITY SHARE	100,000	0	0	0	0	0	0	100,000

MILL ROAD REALIGNMENT



SIDEWALK, CURB AND GUTTER PROGRAM

Subtasks	Priority	Estimated Useful Life of Improvement	Project Manager
Construction and Repair of Sidewalks, Curbs and Gutters	Very desirable	25 years	T&ES

Project Summary: This project provides funding for the replacement, construction, and repair of miscellaneous sidewalks, curbs, gutters, crosswalks and access ramps throughout the City. This project, combined as appropriate with the Street and Pedestrian Improvements project, also provides for pedestrian improvements as intersections or areas are identified.

Project Description: In 1970, City Council adopted a policy for constructing sidewalks, on a priority basis, on at least one side of streets that are within 1,000 feet of schools and along major arterial roadways. Under this arrangement, the City pays a portion of the cost for sidewalk construction previously borne entirely by property owners. This project provides for the City's share of these costs. When sidewalks are requested by property owners, the City generally pays 50 percent of the cost for front sidewalks and 75 percent of the cost for side or back sidewalks.

Change In Project From Prior Fiscal Years:

- At total of $500,000 over five years (FY 2008-FY2012) has been budgeted for this project. $100,000 previously budgeted for FY 2007 has been eliminated.

SIDEWALK, CURB AND GUTTER PROGRAM

TASK TITLE	UNALLOCATED PRIOR-FY	FY 2007 CURRENT	FY 2008 FY + 1	FY 2009 FY + 2	FY 2010 FY + 3	FY 2011 FY + 4	FY 2012 FY + 5	TOTAL
CONSTRUCTION	400,000	0	100,000	100,000	100,000	100,000	100,000	900,000
TOTAL PROJECT	400,000	0	100,000	100,000	100,000	100,000	100,000	900,000
LESS REVENUES	0	0	0	0	0	0	0	0
NET CITY SHARE	400,000	0	100,000	100,000	100,000	100,000	100,000	900,000

STREET AND PEDESTRIAN IMPROVEMENTS

Subtasks	Priority	Estimated Useful Life of Improvement	Project Manager
Street Reconstructions	Essential	25 years	T&ES
King/Bradlee	Very desirable	25 years	T&ES
Public Alley - Mt. Vernon Ave	Very desirable	25 years	T&ES
Eisenhower Avenue Widening	Essential	25 years	T&ES
Traffic Calming	Very desirable	25 years	T&ES
Braddock Road	Very desirable	25 years	T&ES
King/Quaker/ Braddock	Very desirable	25 years	T&ES
Slater's Lane	Very desirable	25 years	T&ES
Alley Rehabilitation Program	Essential	25 years	T&ES
Edsall Road	Essential	25 years	T&ES
Madison/ Montgomery Streets	Very Desirable	25 years	T&ES
Transit Facilities Pedestrian Improvements	Very Desirable	25 years	T&ES
Van Dorn Street	Essential	25 years	T&ES

Project Summary: This project provides for reconstruction and rehabilitation of residential streets, extension of streets and alleys in conjunction with commercial development, other street extensions and widenings, and traffic and pedestrian safety improvements at locations throughout the City. Specific street reconstruction or extensions that are a one-year term are also included in this project.

Street Reconstructions: This project supports miscellaneous street reconstruction and rehabilitation projects and streetscaping throughout the City. The following streets are under design or construction: Linden Street; Duke Street in the area of North Gordon and Ingram Street; and Maple Street between Commonwealth Avenue and Little Street. Streets identified for re-profiling include Cameron Mills Road; North St. Asaph Street; South St. Asaph Street; Wilkes Street; South Fairfax Street; South Lee Street; and East Reed Avenue. Streets identified for reconstruction due to sanitary sewer replacements include W. Uhler Avenue; Caton Avenue; Forrest Street; Hickory Street; and Sycamore Street. $100,000 per year over six years is budgeted for these projects.

STREET AND PEDESTRIAN IMPROVEMENTS

Prior year unallocated monies remain for enhancing the infrastructure, including streets, sanitary and storm sewers, and storm management in public right-of-ways to meet the needs of City projects.

$150,000 per year from FY 2007 to FY 2012 has been budgeted for street reconstruction in locations where sanitary sewer replacement projects are planned.

King Street at Bradlee Shopping Center: Owners of the Bradlee Shopping Center, located at the intersection of King Street, Quaker Lane, and Braddock Road, have identified a series of traffic related improvements to their facilities that will improve access and circulation, increase parking and enhance safety in the area. $50,000 remains budgeted in an out year (FY 2011) for future improvements at this location.

Eisenhower Avenue Widening: Eisenhower Avenue between Holland Lane and Stovall Street needs to be widened to accommodate additional through lanes, turn lanes and a wider, landscaped median in accordance with City plans for Eisenhower East. Since Eisenhower Avenue is the principal roadway through Eisenhower Valley, where significant development is underway, this widening should be initiated and completed in a timely manner to avoid extensive traffic disruption. A total of $18.4 million ($0.4 million in unallocated monies and $18.0 million over six years) is budgeted for the design and initial construction of interim improvements.

The total cost of this entire project is estimated to be as high as $18.4 million depending on land acquisition costs. Funding has been revised in this CIP to reflect what is in the VDOT Six-Year Plan (SYIP). Further discussions with VDOT will need to occur to determine how to advance that State funding to allow for an earlier construction start date than the State plan contemplates. T&ES plans to allocate monies for the design of interim improvements in early CY 2006.

Traffic Calming: $600,000 in annual funding has been budgeted to design and construct physical traffic calming measures within the right-of-way to preserve neighborhoods and enhance safety by diverting cut-through traffic, lowering traffic speeds, and highlighting pedestrian crossing areas. Some measures include speed cushions, raised intersections, center island narrowing and "bulb-outs", which are physical islands to reduce the distance a pedestrian must travel to cross the street. These traffic measures, appropriately designed and constructed, can improve the quality of life for those who live, work and play in the area. The demand for traffic calming is so great that staff has developed a priority ranking scheme, using measures such as traffic speed and volume to quantitatively rank the results.

Temporary speed tables have been installed on Monroe Avenue, as well as Crestwood Drive. Traffic calming devices have also been installed in the Rosemont area of the City as part of a pilot program to determine the traffic impact to the neighborhood due to the construction of the new Patent and Trademark Office (PTO). A speed table and raised crosswalks have been installed on Mount Vernon Avenue and in front of the Charles Barrett Elementary School.

Braddock Road Improvements: $200,000 in prior year unallocated monies remains for improvements to the Braddock Road area between West Street and Mount Vernon Avenue. Phase One of this project would include the improvement of the median and pedestrian elements at the intersection of West Street and Braddock Road by eliminating free-flow right turns and by widening the medians. This project also includes landscaping improvements in medians and adjacent to the roadway. This project will be completed in conjunction with storm sewer improvements at this intersection.

STREET AND PEDESTRIAN IMPROVEMENTS

King Street/Quaker Lane/Braddock Road Intersection: $798,000 in prior year unallocated City monies ($648,000 in State monies and $150,000 in City share) remain to study the intersection of King Street, Quaker Lane, and Braddock Road and provide a thorough review of the existing design and traffic flow and recommend steps for redesign to improve the intersection for both motorists and pedestrians. This intersection is currently one of the most congested areas in the City.

Slater's Lane: Prior year unallocated monies remain for the redesign and completion of Slater's Lane at Old Town Greens including railroad upgrades, intersection improvements, sign and signal improvements and the extension of Potomac Greens Drive. This redesign amends the current street configuration to adjust to the cancellation of the one-way pair plan. The developer committed to a $456,650 contribution for the City to complete the roadway.

Van Dorn Street Safety Improvements: Safety improvements for this very congested area of Van Dorn Street located between Edsall Road and South Pickett Street were completed in Fall 2003.

Edsall Road - Whiting Street to the West City Line: A total of $1.75 million over five years ($750,000 in unallocated prior year monies and $250,000 per year over four years (FY 2007 - FY 2010)) remains budgeted for the reconstruction of Edsall Road between Whiting Street and the Western City Limits. This project is to be partially funded by $1.5 million in State Urban Funds reallocated from the WMATA capital contribution account. This stretch of roadway is approximately 3,000 feet in length and has required high maintenance over the past ten years. Existing springs in the area are affecting the stability of the street subgrade in several areas of the roadway. The pavement is deteriorating and being pushed to the side of the travel lanes. Heaving, twisting and horizontal movement of the existing pavement, sidewalk, curb and gutter is occurring particularly along the south side of the eastbound lane. The pavement, curb and gutters and sidewalks on the north side of Edsall Road are also showing signs of settlement.

Madison/Montgomery Street: $1.0 million over two years ($0.5 million in unallocated prior year monies and $0.5 million in FY 2007) remains budgeted to conduct a geophysical study of Madison Street and Montgomery Street between Fairfax and Pitt Streets in order to devise a long-term stabilization solution so that the streets can be reconstructed and initiate and complete reconstruction. Madison and Montgomery Streets between Fairfax and Pitt Streets partially lie over an old abandoned canal that was eventually converted into a land fill. The landfill has contributed to the continual settling of the ground which has contributed to the current unstable roadways in the area. Following the study and implementation of the measures to stabilize the streets, the streets can be reconstructed with the assurance that they will remain in good condition for the full life span (25 years) before requiring routine maintenance. This project will be fully funded by $1.0 million in State Urban funds reallocated from the WMATA capital contributions account.

Transit Facilities Pedestrian Improvements: A total of $937,000 over two years ($440,000 in unallocated prior year monies and $497,000 in FY 2007) remains budgeted for sidewalk improvements at locations adjacent to Metro stations and bus stops, with an emphasis on making pedestrian paths accessible to persons with disabilities. This project is funded by Congestion Mitigation Air Quality (CMAQ) grant monies with a local match of $187,000.

Public Alley at Mount Vernon Avenue: $350,000 has been budgeted ($100,000 in FY 2007 and $250,000 in FY 2008) to provide drainage improvements in the public alley behind the 300 block of Mount Vernon Avenue including the reconstruction of the alley and using a concrete V-ditch, with additional inlets and an underdrain system along the entire length of the alley. There are drainage problems in the alley and the condition of the alley is currently

poor and the drainage problems are affecting the adjoining residences. Design work will be undertaken in FY 2007 with construction targeted for early FY 2008.

Alley Rehabilitation Program: A new project not previously in the CIP. $1.5 million over five years (FY2007-FY2011) is budgeted for the rehabilitation of alleys City-wide. The City is responsible for approximately 25 lane miles of public alleys. Of these lane miles approximately 20 lane miles have not had maintenance or reconstruction in at least 20 years which has resulted in drainage problems and deteriorated pavement conditions. The highest priority projects will likely be the alleys behind the 200 block of East Monroe Avenue; behind the 300 block of North Payne Street; and behind the 1100 block of South Columbus Street.

Change In Project From Prior Fiscal Years:

- Annual funding for Street Reconstruction, in the amount of $100,000 has been extended to FY 2012;
- Annual funding, in the amount of $600,000 for the design and installation of traffic calming measures City-wide has been extended to FY 2012 ;
- Annual funding for street reconstruction required in locations where sanitary sewer replacement projects are planned, in the amount of $150,000, has been extended to FY 2012;
- $200,000 in FY 2007, $400,000 in FY 2008, and $300,000 in FY 2009 to FY 2011 has been budgeted for the rehabilitation of alleys City-wide;
- Funding for the Eisenhower Widening project has been revised to reflect what is in the VDOT Six-Year Plan (SYIP), which is now a total of $18.4 million over five years. However, discussions with VDOT will need to occur to determine how to advance the funding; and
- $250,000 in funding for the construction of drainage improvements in the Mount Vernon Public Alley has been shifted from FY 2007 to FY 2008. $100,000 remains budgeted in FY 2007 for design work.

STREET AND PEDESTRIAN IMPROVEMENTS

TASK TITLE	UNALLOCATED PRIOR-FY	FY 2007 CURRENT	FY 2008 FY + 1	FY 2009 FY + 2	FY 2010 FY + 3	FY 2011 FY + 4	FY 2012 FY + 5	TOTAL
STREET RECONSTRUCTIONS	100,000	100,000	100,000	100,000	100,000	100,000	100,000	700,000
WEST END STREETS	0	100,000	0	100,000	0	0	0	200,000
KING/BRADLEE	0	0	0	0	0	50,000	0	50,000
VAN DORN STREET	100,000	0	0	0	0	0	0	100,000
TENNESSEE AVE	170,000	0	0	0	0	0	0	170,000
EDSALL ROAD	750,000	250,000	250,000	250,000	250,000	0	0	1,750,000
BRADDOCK ROAD	200,000	0	0	0	0	0	0	200,000
SLATER'S LANE	756,650	0	0	0	0	0	0	756,650
PINE STREET	50,000	0	0	0	0	0	0	50,000
BIRCH STREET	50,000	0	0	0	0	0	0	50,000
MACARTHUR ROAD	50,000	0	0	0	0	0	0	50,000
TRANSIT PEDESTRIAN IMPROVEMENTS	440,000	497,000	0	0	0	0	0	937,000
N. FRAZIER STREET	85,000	0	0	0	0	0	0	85,000
N. FROST STREET	25,000	0	0	0	0	0	0	25,000
MADISON/ MONTGOMERY	500,000	500,000	0	TBD	TBD	TBD	0	1,000,000
RECONSTRUCTION DUE TO SANITARY SEWERS	450,000	150,000	150,000	150,000	150,000	150,000	150,000	1,350,000
KING/QUAKER/ BRADDOCK	798,000	0	0	0	0	0	0	798,000
EISENHOWER WIDENING	404,000	1,925,000	5,293,000	3,234,000	4,708,000	2,864,000	0	18,428,000
TRAFFIC CALMING	800,000	600,000	600,000	600,000	600,000	600,000	600,000	4,400,000
ALLEY REHABILITATION PROGRAM	0	200,000	400,000	300,000	300,000	300,000	0	1,500,000
MT VERNON PUBLIC ALLEY	0	100,000	250,000	0	0	0	0	350,000
LINDEN STREET	165,000	0	0	0	0	0	0	165,000
TOTAL PROJECT	5,893,650	4,422,000	7,043,000	4,734,000	6,108,000	4,064,000	850,000	33,114,650
LESS REVENUES	3,054,650	3,034,000	5,437,000	3,419,000	4,863,000	2,807,000	0	22,614,650
NET CITY SHARE	2,839,000	1,388,000	1,606,000	1,315,000	1,245,000	1,257,000	850,000	10,500,000

UNDERGROUNDING OF UTILITIES/STREET LIGHTING

Subtasks	Priority	Estimated Useful Life of Improvement	Project Manager
Miscellaneous Undergrounding	Desirable	Permanent	T&ES
Old Town Undergrounding	Essential	Permanent	T&ES
Street Lighting	Essential	15 years	T&ES

Project Summary: This project provides for the comprehensive undergrounding program in Old Town; and the City's share of undergrounding costs for miscellaneous utility wires in the vicinity of new developments. The project also funds the installation of new street lights per citizen requests.

Miscellaneous Undergrounding: The City shares the cost of undergrounding utilities in the vicinity of new developments. Generally, the City pays the lesser of one-half of the cost for undergrounding or $50,000, and the developer pays the remainder. Funding to date has provided for a comprehensive program of undergrounding improvements on King Street from Union Street to the King Street Metro Station area.

Funding, in the amount of $125,000 over five years (FY2008-FY2012), is also included in this project for other costs associated with undergrounding in areas of new development or near City capital projects, such as transformer enclosures.

Old Town Undergrounding: In FY 1992, the City initiated a program to underground utilities in the Old Town Historic District. The area designated to be undergrounded is approximately thirty-six City blocks and is bounded by Union Street, Washington Street, King Street, and Franklin Street. The cost of this program is shared between the City and Virginia Power. The City installs the conduit and performs the appropriate street restoration, while Virginia Power installs new wiring and equipment and removes the overhead wires and poles. This arrangement is included in the City's thirty-year franchise agreement with Virginia Power. This project also included the undergrounding of Verizon and Comcast utilities at 100 percent City costs. The City has allocated a total of $1,130,000 to date for Phases I and II of this program, which were completed in 1994 and 2002 respectively and included the 100 blocks of Prince, South Fairfax and South Lee Streets; the 100, 200, 300, and 400 blocks of South Royal Street and the 200, 300 and 400 blocks of Prince Street, and the removal of overhead wires in the 200, 300, and 400 blocks of Prince Street.

Phase III of this project, to include the 200 and 300 block of South Lee Street, the 100 and 200 block of Duke Street and the 100 block of Wolfe Street, is currently in the final design stage with construction scheduled to begin in Winter 2006.

UNDERGROUNDING OF UTILITIES/STREET LIGHTING

Street Lighting: The CIP includes $25,000 annually for the installation of new street lights Citywide. This funding has been extended into FY 2012. It is important to note that new street lighting requests are often in response to community interest in enhanced lighting.

Change In Project From Prior Fiscal Years:

- Annual funding amounts have been extended to FY 2012 for each project;
- $75,000 budgeted in FY 2007 for miscellaneous undergrounding has been eliminated; and
- $500,000 of the 1.0 million budgeted for FY 2007 has been shifted to FY 2008 and $1.0 million budgeted in FY 2008 has been eliminated. This more accurately reflects the funding needs for completing Phase III.

TASK TITLE	UNALLOCATED PRIOR-FY	FY 2007 CURRENT	FY 2008 FY + 1	FY 2009 FY + 2	FY 2010 FY + 3	FY 2011 FY + 4	FY 2012 FY + 5	TOTAL
CONSTRUCTION UNDERGROUNDING	350,000	0	50,000	50,000	50,000	50,000	50,000	600,000
TRANSFORMER ENCLOSURES	150,000	0	25,000	25,000	25,000	25,000	25,000	275,000
OLD TOWN UNDERGROUNDING	2,400,000	500,000	500,000	1,000,000	0	1,000,000	0	5,400,000
NEW STREET LIGHTING	15,000	25,000	25,000	25,000	25,000	25,000	25,000	165,000
TOTAL PROJECT	2,915,000	525,000	600,000	1,100,000	100,000	1,100,000	100,000	6,440,000
LESS REVENUES	0	0	0	0	0	0	0	0
NET CITY SHARE	2,915,000	525,000	600,000	1,100,000	100,000	1,100,000	100,000	6,440,000